



CONFUSION AT THE CROSSROADS—This congestion is being relieved in North Carolina communities by the construction of limited access highways which provide for the free flow of traffic without the penalties of uncontrolled entrance and exits. The

above uncontrolled ribbon roadside development necessitated the construction of this major route through the Piedmont on a new location.



DESIGNED FOR EFFICIENCY—This broad dual-laned, limited access expressway near Lexington on US 29 and 70 provides for the movement of large volumes of traffic with safety and dispatch. The nearby factories, schools and homes are easily accessible through

a well-integrated system of paved parallel service roads. A recent survey showed that this type of modern highway with limited access is 34 per cent safer than the same highway with no control of access or entrances.

Red Light For Action

LEXINGTON, Ky. (AP) — The traffic light was green but a woman stopped at the intersection anyway, blocking a long line of impatient motorists. When the

light changed the women made a right turn. A pedestrian came up with the apparent reason: A sign at the intersection instructed: "Stop. Turn right on red." Not a word about doing anything on green.

Limited - Access Highways Said Greatest Improvement In Highway Engineering

RALEIGH—What is a Limited Access highway? Highway Chairman A. H. Graham today explained that "it is the greatest single engineering improvement in highway planning and design of the last 35 years. The controlled or limited access highway is the highway of the future. It is in the public interest and in high public demand. Common sense has convinced us that it is no longer a luxury but a life-preserving necessity."

A limited access highway is one whose side entrances and exits are limited to predetermined safe points. The safety of a highway depends as much on the roadside conditions as on the design, alignment and sight distance of the pavement itself, he added.

Limited access is a means of building safety and permanence into modern, high-speed highways. It is a way of preventing uncontrolled roadside development from strangling highway routes, and of protecting motorists from the hazard of unexpected traffic darting in from side roads.

A recent survey showed that in North Carolina the four-lane divided highway with limited access is 34 per cent safer than the same highway without control of access.

This has also been confirmed on a national scale through a survey made by the U. S. Bureau of Public Roads which showed that limited access roads (rural) had only one-third the rate of fatal accidents and only one-half the rate of other accidents as compared to open access highways — proving that controlled entrances and exits are important safety factors.

The greatest benefit to be derived from any highway improvement is the saving of lives. Limited access roads contribute favorably toward this goal.

Limited access does not mean "no access" nor does it mean "no development". It does not abridge the historic right of property-owners of free access to highways—it merely changes the concept.

The principal features of a limited access highway are: few intersections at grade; parallel frontage roads (service roads) for local, low-speed traffic; improved sight distances; and safe entrances and exits. These features serve to produce a steady, uninterrupted traffic flow to protect the lives and property of adjacent owners, and to facilitate local community traffic movement.

An official survey showed that lack of limited access cuts the carrying-capacity of a rural highway by 50 per cent and the average speed by 30 per cent. On urban and city locations, the figure climbs to a 70 per cent reduction in carrying-capacity and a 50 per cent reduction in speed.

The standard 24-foot wide pavement of modern grade and alignment (curve), without limited access, can accommodate as many as 4,000 vehicles per day—safely and conveniently. A dual-laned highway of 24-foot wide pavement can move 12,000 vehicles per day in

safety. However, when limited access is added to this dual-laned highway, the carrying-capacity is increased from 20,000 to 40,000 vehicles per day.

Besides providing for the safe movement of large volumes of traffic, a limited access route adds permanency to road location and consequently increases the economic value of surrounding business communities. The open-access highway invites traffic strangulation and necessitates the relocation of the road and important businesses.

A good example of a limited access highway which performs the above functions well is the dual-laned stretch of US 29 and 70 through the populous and heavily industrialized Piedmont from Lexington to Greensboro—bypassing Thomasville and High Point. The application of limited access on this route has eliminated haphazard traffic patterns, driver fatigue, needless congestion, and has reduced accidents.

In turn, it has added efficient traffic movement, permanency of highway location, orderly distribution of business centers, and a high degree of operating safety to local and through vehicular traffic.

16 From Haywood Will Get WCC Diplomas On Monday

Sixteen Haywood County students will receive degrees at Western Carolina College at final Commencement exercises in Hoey Auditorium at ten o'clock Monday morning, May 28.

Those receiving the Bachelor of Science degree are: Ray Eugene Buchanan, Route 1, Waynesville, business administration; George Robert Owen, 210 Walnut Street, Waynesville, business administration; Carroll Dean Swanger, 137 Richland Street, Hazelwood, business administration; Gerald Webb, Route 1, Clyde, biology and chemistry.

The following will receive the Bachelor of Science in Education: O. V. Cagle, Jr., Hazelwood, industrial arts and science; Julia Ann Calhoun, 603 N. Main St., Waynesville, art and physical education; Mary Jo Cole, Clyde, home economics; Nancy Reeves Francis, Waynesville, music education; Harriett Brown Gibson, Waynesville, art and physical education; Joseph Glenn Higgs, Lake Junaluska, physical education and industrial arts; Mattie Sue Medford, Route 4, Waynesville, primary education;

Clyde Clean-Up Campaign Set For May 28 - June 2

The Town of Clyde has declared the week of May 28-June 2 to be clean-up week, according to alderman Lester Ward.

In urging every resident to participate, he stated that the garbage truck would be available to anyone who would call the Town Hall requesting a special pick-up. All trash and garbage should be put

Ruth Mincey Painter, Route 1, Waynesville, primary education; Terry Carl Swanger, Hazelwood, physical education and business education; Craig Johnson Whitmire, Jr., 59 N. Main Street, Canton, science with chemistry concentration.

Candidates for the Master of Arts degree in education are Charles Henderson Duckett, 1103 N. Main Street, Waynesville; and Lela Kirkpatrick Messer, Waynesville.

out where the truck can collect it, he said.

Use Mountaineer Want Ads

THIS WEEK'S BEST SELLERS

FICTION
The Last Hurrah, Edwin O'Connor.
Imperial Woman, Pearl S. Buck.
Auntie Mame, Patrick Dennis.
Ten North Frederick, John O'Hara.
Andersonville, MacKinlay Kantor.

NONFICTION
The Search For Bridey Murphy, Morey Bernstein.
A Night To Remember, Walter Lord.
Gift From The Sea, Anne Morrow Lindbergh.
Arthritis and Common Sense, Dan Dale Alexander.
The Scrolls From The Dead Sea, Edmund Wilson.

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